

SAFER TIMES

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CALTRANS

SUMMER 2003

THE SAN FRANCISCO RETROFIT PROJECT OVERVIEW

Here is an update on four Caltrans earthquake retrofit projects in San Francisco.

THE WEST SPAN

Retrofit work from Yerba Buena Island to the San Francisco Anchorage began in Summer 1998. Work on the piers and anchorage was completed in early 2000, while the work on the superstructure will continue through Summer 2004.

THE WEST APPROACH

The West Approach Project begins at the anchorage where the West Span project ends, and extends west to the Fifth Street ramps on I-80. Work began in Summer 2001 and will continue to Winter 2009.

THE BAYSHORE VIADUCT

The Bayshore Viaduct Project targets the elevated highway from Fourth Street to Sixteenth Street. Work began in Spring 1999 and was completed in Spring 2003.

THE CENTRAL FREEWAY

The elevated Central Freeway (US 101) connects I-80 with central San Francisco at Fell Street. The Central Freeway Replacement Project consists of replacing the existing structure between South Van Ness Avenue and Fell Street with a new touchdown ramp to Market Street and a boulevard between Market Street and Fell Street. The project began Spring 2003 and is scheduled for completion in Fall 2005.



THE WEST APPROACH TO THE BAY BRIDGE IN SAN FRANCISCO

The most ambitious seismic retrofit project that Caltrans is undertaking in San Francisco is the demolition and reconstruction of the West Approach to the Bay Bridge. This section of Interstate 80 runs between the Fifth Street on/off ramps and the First Street on ramp near the western anchorage of the Bay Bridge. The project also includes rebuilding the on and off ramps within these limits

and retrofitting the bus loops encircling the Transbay Terminal.

The project began in mid-2003 and will take approximately five to six years to complete.

Although the West Approach was built to the highest engineering standards in 1936, this concrete structure

lacks the flexibility and seismic resilience of modern elevated roadways. Shortly after the Loma Prieta Earthquake, it was clear that most of the structures needed to be replaced.

Caltrans will build new sections of the freeway, as well as temporary freeway sections, before demolishing old portions of the freeway. This allows the 280,000

vehicles that cross the bridge on a daily basis to travel largely unimpeded. Major lane closures will occur only in non-commute hours.

Caltrans views the West Approach as a vital economic and transportation link for the entire region. During peak commute hours, the freeway will remain open to full traffic.

NOISE AND DEMOLITION

Unlike the early days of San Francisco, the West Approach area is now flanked by high-rise condos, apartments and lofts. In deference to the community's concerns regarding noise, Caltrans decided to perform most of the major demolition work during daytime hours and weekends. After numerous meetings with city officials, community, and business groups, work hours for noisy aspects of the project were established. Of course, such restrictions add time to the project.

The demolition work will restrict traffic on a number of weekends. Caltrans has worked with the Metropolitan Transportation Commission (MTC) and the City and County of San Francisco to develop both local and regional traffic management measures to address these impacts.

"Retrofitting a major free-way without closing it to traffic is like rebuilding your car engine while driving down the highway."

*Jeff Weiss
Caltrans Spokesperson*

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PARKING

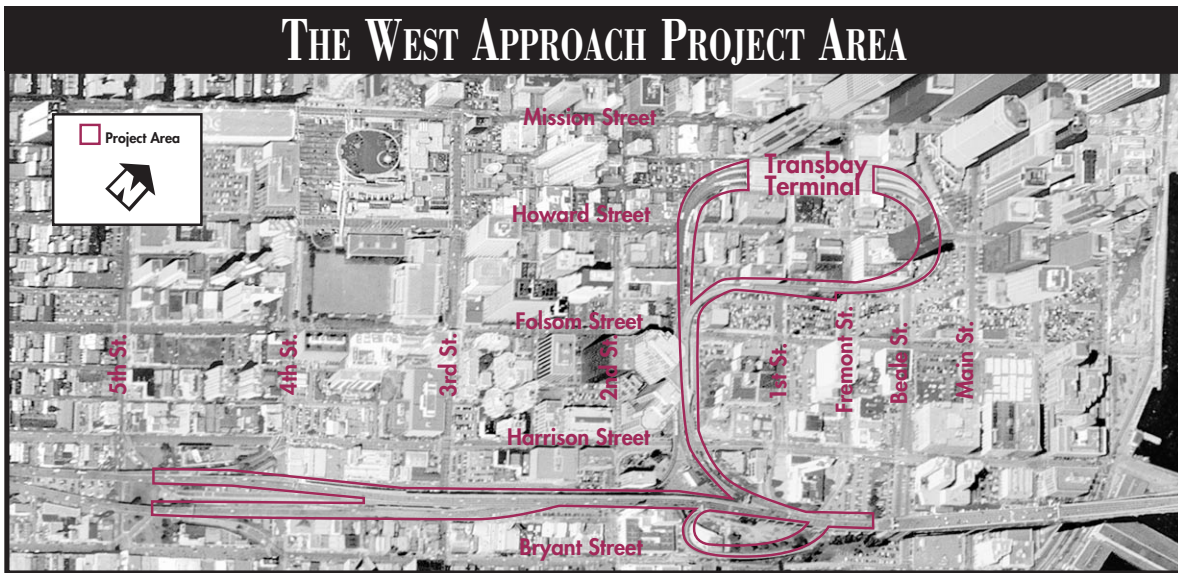
During the demolition and construction of the West Approach, property owned by Caltrans that is currently leased to parking vendors will be required for construction activities. State-owned lots underneath the mainline freeway, (Fifth Street to First Street) and underneath the Fremont Street ramp (near the Transbay Terminal) will be closed. These closures will occur according to scheduled construction activities.

CALTRANS' COMMITMENT

Earthquakes are a certainty in the Bay Area. It is not a question of if but when the next earthquake occurs on the San Andreas or Hayward faults. In the past 100 years, San Francisco has endured two major earthquakes, only to bounce back each time to retain its position as one of the great cities of the world. Caltrans is working hard to make sure that the economic lifeline to the City remains safe and serviceable well into this new millennium.

REACHING OUT TO THE COMMUNITY

For the latest information on this project, call (415) 597-5895 or visit the Caltrans SAFER office at the Transbay Terminal, 425 Mission Street, San Francisco. Information is also available at www.dot.ca.gov/dist4/safer



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